



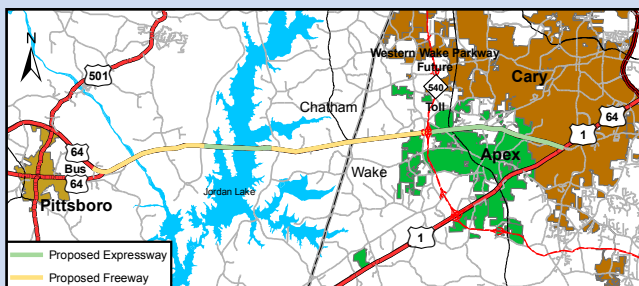
Issue No. 2  
May 2008

# US 64 Corridor Study

## Project Team Develops Long-Term Alternatives

After much analysis and coordination with the Corridor Study Team (CST) and project partners\*, several long-term alternatives have been developed that would transition US 64 between the US 1/US 64 interchange in Cary and the US 64/US 64 Business split on the east side of Pittsboro from its current condition to a freeway and expressway. Data used to determine the most feasible alternatives for the project included:

- Current traffic conditions,
- Expected future traffic conditions,
- The history of crashes along the corridor,
- The engineering feasibility of the alternatives,
- A preliminary analysis of cost, and
- A preliminary analysis of impacts to the natural, human and physical environments.



Public input and a closer examination of impacts to the natural, human and physical environments will be considered in the selection of a preferred long-term alternative.

Detailed information about the long-term alternatives will be available at public workshops to be held in May (see below) and can also be found on the project website [www.ncdot.org/~US64study](http://www.ncdot.org/~US64study).

*\*The CST includes representatives of local governments and agencies. The North Carolina Department of Transportation (NCDOT) is leading the project, in partnership with the Capital Area Metropolitan Planning Organization; the towns of Apex, Cary and Pittsboro; and Wake and Chatham counties.*

## Public Workshops Scheduled

Two workshops have been scheduled to present the long-term alternatives to the public and gather feedback. The public will have the opportunity to listen to a presentation describing the project, review maps showing the long-term alternatives, ask questions and provide comments. All members of the public, agency representatives and organizations are encouraged to participate in either workshop and can drop-in at any time between 5:00 and 8:00 p.m. (it is not necessary to attend the workshops for the entire time).

**Date:** May 19, 2008  
**Time:** 5:00 – 8:00 PM  
**Location:** Apex High School  
1501 Laura Duncan Rd.  
Apex, NC 27502

**Date:** May 20, 2008  
**Time:** 5:00 – 8:00 PM  
**Location:** Northwood High School  
310 Northwood High School Rd.  
Pittsboro, NC 27312

*If you are a person with a disability who needs any accommodation to participate in this workshop, you are entitled, at no cost to you, to the provision of certain assistance. Please contact Ed Lewis, NCDOT, 919-715-1593 or [elewis@dot.state.nc.us](mailto:elewis@dot.state.nc.us) at least two days prior to the meeting.*

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## What are "Long-Term Alternatives"?

"Long-term alternatives" include a combination of strategies aimed at improving the movement of vehicles on US 64 within the study area. These strategies will be implemented over an extended period of time and could include the following:

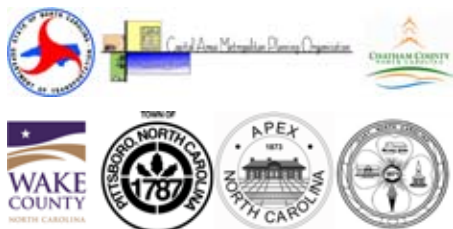
- Replacing signalized intersections with interchanges,
- Increasing the space between interchanges and intersections,
- Closing access points (such as driveways or entrances), and
- Using service roads for access to developments.

It should be noted that funding has not been programmed for the long-term alternatives. The long-term alternatives will be used to preserve right-of-way for future projects and to guide development. Additional detailed analyses of long-term alternatives will be performed as projects are funded.

## Taking a Look Ahead

### Next Steps

- The Corridor Study Team will discuss the input and comments received from the first series of workshops and select a preferred long-term alternative.
- The preferred long-term alternative, along with possible short-term improvements, will be presented at a second public workshop.
- Following the second public workshop in October 2008, the preferred long-term and short-term alternatives will be finalized and included in the US 64 Corridor Study Phase IIA Report.



## Glossary of Terms

**Expressways** – roads that provide a high movement of traffic with limited to moderate access points. Expressways have a minimum of four lanes with a median and a posted speed limit ranging from 45 to 60 mph. There are no traffic signals on an expressway, and although driveways are sometimes allowed, they are strongly discouraged. Access is generally limited to connecting streets or service roads with only right-in/right-out movements, and connections are provided at interchanges for major cross streets and at ground-level intersections for minor cross streets. A good example of a short expressway section is US 64 in the vicinity of Salem Street in Apex.

**Freeways** – roads that provide a high movement of traffic with limited access points. Freeways have a minimum of four lanes with a median and a posted speed limit of 55 mph or greater. There are no traffic signals or driveways on a freeway, and the only access points or connections are at interchanges.

Cross streets are separated from the freeway, which means that they do not intersect the freeway on the same ground level. Interstate 40 is an example of a freeway.

**Interchanges** – locations where two roadways meet and cross at different levels (grade-separated so that one road passes above the other). Many configurations of interchanges exist that can be used to optimize traffic operations and minimize impacts to the natural and human environment.

**Intersections** – locations where two roadways meet and cross at the same level (at-grade).

**Service Roads** – which are called “frontage roads,” are not access-controlled. Service roads run parallel to higher-speed roads (like US 64) and feed traffic into them at appropriate access points. Service roads provide access to parcels adjacent to a controlled access facility.

## GET INVOLVED

### Website

[www.ncdot.org/~US64study](http://www.ncdot.org/~US64study)

### Contact Information

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### Toll Free Hotline

**1-800-233-6315**

**8:00 a.m. – 5:00 p.m. weekdays**

### Español

La información acerca del proyecto está disponible en español en el sitio web de proyecto. Los boletines en español pueden ser solicitados de la línea directa de peaje-liberta.



## US 64 Corridor Study Project Schedule

Future workshop dates and locations will be noted in upcoming newsletters. See front page for workshop announcement.

- **1st Newsletter**..... Issued March 2008  
(copies available on [www.ncdot.org/~US64study](http://www.ncdot.org/~US64study))
- **2nd Newsletter**..... May 2008
- **1st Workshop**..... May 19, 2008 and May 20, 2008
- **3rd Newsletter**..... October 2008
- **2nd Workshop**..... October 2008
- **Complete Study**..... April 2009



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